

MILLER RAPS SMITH AS AFRAID TO FIGHT

Dares Him to Stand Up and
Give Blow for Blow in
Transit Issue.

SAYS HE QUILTS NIXON

Accuses Him of Failing to
Repudiate or Defend Acts
of Own Appointee.

CALLS PLEDGE A SIAM

Tells Brooklyn Promise of Foe
Is to Give Lines Over to
Corrupt Machine.

The fighting Miller crossed the Rubicon of local Republican politics last night and carried his war against the Hylianism that Smith condones into Brooklyn, territory claimed by the enemy. In a speech bolder and more ruthlessly candid than anything which had proceeded from him he exposed the Hylian plan for transit reorganization to the biting acid of his ridicule and denounced Alfred E. Smith as a shirker and a skulker.

This new and intensely interesting Miller, showing himself in an utterly unsuspected light to the people of New York city (as if a judge, annoyed by Jack Dempsey, had stepped off the bench to stand up to the champion in a toe to toe fight), described Smith as a man of promise but of precious little performance, as a Governor who failed to make good and who is trying now to shove responsibility for failure upon others; but for every punch the bellows Miller let fly at Smith he drove two at Hylian. Plainly the Governor conveyed his contempt for Smith, an able man, asking for votes on the basis of the junk and bunk (these are Miller's own words) which make up Hylian's stock in trade.

Contrasts Two Methods.

Enthusiastically hailed by 4,500 Kings county Republicans, and no man knows how many Kings county Democrats, and inspired by detonations of applause, the Governor built his lively speech upon a comparison of the Hylian plan, so-called, and the transit plan which his own Transit Commission is now working out. And he closed his speech with this blunt opposition of the facts:

"On the one hand you have a weird plan of economic idiocy and political bunk; on the other hand a plan of sane business vision, utterly divorced from political considerations. On the one hand you have Mr. Smith's promise to turn the transit system over to a corrupt political machine; on the other hand you have my promise to divest the transit system from politics, to give the people adequate transportation facilities, to restore the 1,700 transit points that were taken from you and to guarantee a permanent 5 cent fare from any part of the city to any other part. It is your city, your government. This is the issue. Take your choice."

Gives Specific Instances.

He gave specific instances after specific instances of what Smith's Public Service Commissioner Lewis Nixon had done to the Hylian city administration had done to ruin transit service of the city, and he outlined exactly what his Transit Commission had done up to date to restore the destruction of the last four years and to build greatly for the future. He summarized the results of Hylianism and Smith's inaction and he compared this record with a summary of results achieved by the Transit Commission which he backs with all the authority of the State. Here is the way the Governor put it:

"First, the city administration's program has been one of destruction. The Transit Commission's work one of construction."

"Second, Commissioner Nixon and the city administration's destructive plan destroyed the five cent fare by making it a double and a treble five cent fare. The Transit Commission has already saved the five cent fare and put a guarantee of at least \$25,000,000 back of the maintenance of the five cent fare in the future."

"Third, the city administration and Commissioner Nixon helped to break up existing lines and to destroy the old transfer system. The Transit Commission proposes to restore the former transfer system."

"Fourth, the city administration is desperately undertaking to make junk of needed facilities in order to substitute politically controlled facilities in their place. The Transit Commission proposes to retain existing facilities until others have taken their place."

Business Vision vs. Idiotcy.

"Fifth, the city administration proposes still further break-up what is left of unification by separating the elevated systems from the B. R. T. subway by breaking in two the Interborough system in order to establish a single operator at a profit out of those two systems and to compel the people to pay further double fares in order to fasten political control for private profit on a part only of the broken systems. The Transit Commission proposes to retain the present unification and upon that to build up a completely unified system to be city owned, with city representation and no State representation, upon the board of control."

"Sixth, the city administration proposes to use up all of the available borrowing power of the city in order to establish political control over a part of the systems. The Transit Commission proposes to acquire title to the systems without the expenditure of a single dollar of city money and to release \$100,000,000 of present frozen city credit for the immediate building of new subways."

"To sum up, on the one hand you have a weird plan of economic idiocy and political bunk; on the other hand a plan of sane business vision, utterly divorced from political considerations."

At the outset Gov. Miller taunted

WHERE NOMINEES SPEAK TO-NIGHT

GOVERNOR.

NATHAN L. MILLER—Hotel Marie Antoinette, at luncheon of Women's Harding-Coolidge Club; to-night at Hempstead L. I.

ALFRED E. SMITH—Fort Richmond, S. I.

UNITED STATES SENATOR.

WILLIAM L. CALDER—Berkeley Hall, Broadway at Eighty-third street; Turn Hall, Lexington avenue at Eighty-fifth street; Palace Casino, Madison avenue at 135th street; the Lyceum, Third avenue at Eighty-sixth street.

DR. ROYAL S. COPELAND—Luncheon of East Side Physicians, Broadway Central Hotel; Mineola Democratic Club; the Academy, 115 West Seventy-ninth street; Public School 27.

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SMITH IN BROOKLYN SEES A NEW ISSUE

Humanity and Getting Albany
Closer to People Is
Dwelt Upon.

HECKLERS ARE BUSY

Information on Nixon's
Fare Stand Is Volunteered
by Auditors.

HYLIAN MAKES ADDRESS

Mayor in Prosaic Talk About
Platform Mentions Nominee Only Once.

Al Smith crossed Brooklyn Bridge last night—a feat once deemed beyond the powers of the Tammany Tiger—and talked to a crowd that filled the Academy of Music, with Mayor Hylian sweetly presiding. John H. McCooey, Democratic borough Billiken, made good his promise of a big meeting, and there was great whooping for the former Governor, and the other candidates as they appeared to speak their pieces.

The building, which normally seats 2,800 persons, was packed not only in the auditorium but on and off the stage, in the foyer and in every corridor and entry, so that probably 4,000 heard the candidate and nobody knows how many were turned away.

Mayor Hylian dwelt on the merits of the State platform, advised everybody to "vote the whole ticket, from Al Smith down," and predicted its election, but managed to refrain from praise of Smith himself except in this respect: He credited Smith, when Governor, with having the city's pay as you go policy modified and thus enabling the city, by issuing long term bonds, to build schools.

Smith Gets a Laugh.

It was the Mayor's first appearance with Smith in the campaign and he had a high old time lambasting the "transit cures." He said acrimonious letters had been sent to his wife and other relatives, which he attributed to these "cures." He reported that his telephone line had been tapped. He said: "I can't wonder why I fight this crew of transit cures—I call them cures and I'll fight them to the last ditch." He found the Democratic platform the city's hope of political salvation.

When Smith entered the hall and the cheering subsided and the band quit playing "The Sidewalks of New York," Mayor Hylian started to introduce him, said: "A few weeks ago Al Smith and I went to Syracuse and I beat him home, which induced Smith to start with 'I can't wonder why I fight this crew of transit cures—I call them cures and I'll fight them to the last ditch.'"

He also made bold to answer Gov. Miller's recent question as to how it was that Smith, now preaching five cent fares, appointed, when he was Governor, Lewis Nixon as Public Service Commissioner, and Nixon proceeded to bend every effort toward raising fares. Smith's answer was that when the receiver for the Brooklyn Rapid Transit Company asked Commissioner Nixon on May 12, 1920, to permit an increased fare the Commissioner refused.

Volunteers Give the Facts.

Hostile critics in the audience remarked that if Smith had searched the record further he would have discovered that Nixon refused because he said the law did not empower him to grant a higher fare in that case and that in a speech before the Brooklyn Chamber of Commerce, Nixon voiced his regret that the law stood in the way.

Smith went after Gov. Miller on the primary law, saying that he, Smith, had much to do with writing it and Miller started its destruction. He accused the Governor of trying to have water power developed for private profit while he, Smith, had fought for State development, ownership and control. He jumped into national politics and asked Gov. Miller to give his opinion of the new tariff law and the Daugherty injunction. Then, reverting to New York State, Smith contended that the Governor's official acts have belied his professions regarding home rule.

As to higher fares he told the mob that the charge that he, Mayor Hylian and Commissioner Nixon advocated higher fares had been truthfully received throughout the State. He charged Gov. Miller with trying to destroy the nickel fare, not to preserve it. He also found time to contend that Gov. Miller had paralyzed the Labor Department and weakened the workmen's compensation act. He gave special attention to "group government."

"The groups that came to see me came to the Capital in broad daylight, accused by no selfish purpose, moved only by a desire for the common good," he said. "The gross that came to see Gov. Miller were of an entirely different type."

Essential parts of the text of the speech follow:

"Under our plan of reorganization it (the fare) would simply be applied to

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Essential parts of the text of the speech follow:

"Under our plan of reorganization it (the fare) would simply be applied to

the so-called barometer fund which will recoulate the fare to be charged.

"For election purposes the barometer stands at five cents."

"While we are still on the subject of group government it would be highly interesting to the people of this whole State to know what group asked